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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

COUNTRY Poland

SUBJECT Map and Description of The Krapkowice-Otmnet Area/
 Military Significance/Location/Ammunition Depot/
 Chemical Plant/Population

PLACE ACQUIRED
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Military Significance

1. "The area of Krapkowice-Otmnet (German: Krappitz Ottmuth), located around 20 kilometers south of Opole, is one in which industrial importance is linked with military significance. During the last months of World War II the whole region was badly devastated. It was in this area when during February until March, the German Army had its bridgehead on the eastern bank of the Odra river. It was also in this area that the German counter-offensive was successful and was strong enough for some time to withhold the Soviet drive to the west. All these military operations were facilitated for the Germany Army by the fact that east of Krapkowice, the hilly terrain around Gora Swietej Anny (St. Annaberg) was advantageously used to protect one flank.
2. Apart from this outstanding feature during the military actions in the first months of 1945, the Krapkowice-Otmnet area was one of the important German Army

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training, depot and production areas. The large military airfield near Izbicko (German: Stubendorf) was used by the German Air Force for training purposes and, in addition, an auxiliary airstrip on the fields of the Droszkowice (German: Emilienhof) estate was at its disposal. Some kilometers to the south a glider school was established on the hills near Ligotka (German: Nieder Ellguth). According to my latest information [Jul 54] all these former German training centers are now being used by the Polish Air Force. I have heard that on the recently enlarged Izbicko airfield, jet-propelled plane pilots are being schooled while the former German glider training-school, now under the LPZ paramilitary organization (Liga Przyjaciol Zolnierza--Soldiers' Friends League)--, is operated as the main training center for young glider pilots. I have also heard that last year [1953] the Droszkowice (German: Emilienhof) airstrip was again put into operation.

3. "The war-time Muna Germany Army Ammunition depot located west of Krapkowice in the Burgwasserforst forest is now under enlargement. In summer of 1953, the railway branch-off which connects the ammunition depot with the Krapkowice railway station was extended. To its pre World War II four kilometers of trackline, another eight kilometers were added. This track leads in a winding path towards the northern outskirts of the forest in the direction of Rogow (German: Rogau). To the war time depot which was nearly exclusively made up of underground bunkers, a new part was added consisting, according to my informant, of concrete buildings above the ground. My informant mentioned that from an acquaintance who used to work in the construction-brigade within the depot-compound he knew of a plan to start the production of ammunition in the former Muna compound. The whole area, covered by a forest over 50 years old, is encircled by barbed wire fences and heavily guarded by a special military unit quartered in the barracks erected at the point where the tracks of the railway branch off lead into the depot compound. At least two companies are accommodated here.

Industrial Center

4. "Around 15 kilometers southeast of the Krapkowice-Otmiet area, a cokery with a coke chemical reprocessing plant was built before World War II in Zdzeszowice (German: Odertal) as part of a large synthetic gasoline concern. During the war this plant was only slightly damaged, but after the war it was completely dismantled by the Soviet Army authorities. The rebuilding of the plant was started in 1950 and in the end of 1951 the cokery was again put into operation. It is equipped with two modern batteries--of the largest type now available in Poland--with a capacity of 2,500 tons of coke per day and night shift. In 1952 that part of the plant for the chemical reprocessing of coke was re-established for the production of synthetic Diesel oil.
5. "In this area there are also large lime pits with reprocessing installations, industrial enterprises in Krapkowice (for cellulose and paper), and in Otmiet (the pre-World War II branch of the Beta concern).

War Damages

6. "Both localities are by now nearly completely rebuilt. Krapkowice has again its pre-World War II population of 6,000 inhabitants, and Otmiet its former number of around 3,000. The communication system in this area is not yet back to its normal status. The railway bridge and the highway bridge between the two localities were blown up in the beginning of 1945. The railway bridge is still not reconstructed while the highway bridge is a provisional wooden one. The former highway bridge south of Krapkowice, on the road toward Kozle (German: Cosel) is also only an auxiliary wooden bridge.

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7. "Furthermore, my informant stated that on the part of the autobahn which had been traced during World War II and on which the ground had already been broken the construction works had only been resumed in the beginning of this year 1954. The autobahn bridge which crosses the Odra river north of Rogow (German: Rogau) will be finished allegedly in 1955. Pillars for this bridge were erected during World War II.

Legend

8. "In addition, my informant gave the following details about the location of various objects in the area: The following points are found on source's large map of the Krapkowice-Otmec area which is on file with the original descriptive legend in CIA Map Library.

NO.	OBJECT	LOCATION ON PLAN	REMARKS
1	Cellulose and Paper Mill in Krapkowice	F, G, 9	Two separate plants which used to produce (before World War II) rayon cellulose and cardboard as well as paper for the printing of newspapers are now consolidated. Both were only very slightly damaged. They have been meanwhile enlarged by adding new production halls on the western side of the plant terrain. Besides a new section for the production of cellulose also a power plant--it is said--is under construction. To the pre-World War II production branches, a new line has been added for the fabrication of a special kind of paper string which is used in the large harvest combines introduced in the nationalized agricultural system for the binding of sheaves.
2	Saw Mill	G 10	None
3	Brewery	H 10	None
4	Water driven mill	H 10	None
5	Brickkiln	H 10	None
6	Former lime pit	G 9, 10	Now out of operation.
7	A former factory	G 9	Now out of operation.
8	Ammunition depot	A, B, C, D, E, 1- 11	
8 A	Military Barracks	D 9, 10	Where the guard units for the ammunition depot are quartered.

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4.

NO.	OBJECT	LOCATION ON PLAN	REMARKS
8 B	Railway branch off	E, 10	Leading to the ammunition depot.
8 C	Narrow-gauge railway line	E, F, G, 9, 10	Now out of operation but the tracks are still there. On the western end of this line, is a 'cemetery' for the storage of old equipment of this railroad.
9	PGR	G 10	State-operated estate, in the southwestern outskirts of Krapkowice.
10	Railway bridge	G 9	Over the Odra river, out of operation. For crossing the river, a ferry is in operation. The lack of this bridge is a great inconvenience for a good number of workers employed in either Otmet or Krapkowice who have to cross here daily to reach their place of work.
11	Highway bridge	H 10	Over the Odra river, blown up during World War II and not rebuilt. Only a wooden auxiliary bridge has been opened up for traffic.
12	Highway bridge	G, H, 10	Provisional wooden bridge on the highway toward Kozle.
13	Omitted by Source		
14	Omitted by Source		
15	Slaskie Zaklady Obuwia Otmeicie	G 8	Shoe factory, a branch of the former Bata concern. This plant which employs now around 4,000 workers and employees, and produces various kinds of shoes of the civilian type. In 1952 and 1953, the plant received modern machinery equipment imported from Czechoslovakia and East Germany. [Germany (Soviet Zone)]

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5.



<u>NO.</u>	<u>OBJECT</u>	<u>LOCATION ON PLAN</u>	<u>REMARKS</u>
15	[continued]		<p>This ultra-modern plant works with the stream-band system producing leather and rubber shoes (the latter of sport and industrial-professional type) either in 'white rubber' or in 'black rubber', rubber boots and also rubber soled shoes. For the production of rubber shoes of all sorts, the plant is equipped with a rubber rolling plant, a stamping work and also a chemical vulcanization department.</p> <p>The detailed plan of the plant on the side sketch shows the plant layout as follows: [See source's large sketch map, lower righthand side for the layout of this shoe factory-drawn to a scale of 1:10,000. The following legend applies:]</p> <p>A. The four-story building in which the administrative and managing offices and also the offices of the local trade union and the dispensary for the factory are located. The third and fourth floors are warehouses for the ready shoes.</p> <p>B. Boiler house</p> <p>C. Leather shoes department, with the stamping works for the smaller rubber parts.</p> <p>D. Rubber rolling plant with a section for rubber blackening processes. In this building also part of the offices are quartered.</p>

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<u>NO.</u>	<u>OBJECT</u>	<u>LOCATION ON PLAN</u>	<u>REMARKS</u>
15	[Continued]		<p>E. Rubber Department and manufacture of rubber shoes.</p> <p>F. Department for artificial leather.</p> <p>G. Warehouses for gasoline, oils, and other materials used for the chemical reprocessing of rubber and in the production of artificial leather.</p> <p>H. Manufacture of cardboard boxes for the shoes.</p> <p>J. Warehouses, a newly constructed large building on the northern edge of the plant compound.</p> <p>K. Carpentry workshop for shoe lasts.</p> <p>L. Blacksmith and locksmith workshops.</p> <p>M. Garages</p> <p>N. Plant fire brigade.</p> <p>O. Industrial plant and checking point.</p>
16	Worker's Settlement	G, H, 8, 9	For the shoe factory workers.
17	Railway station	G 8	Pre-World War II halting point. Now enlarged, on account of the lack of the bridge two special ramps were established to facilitate the loading and unloading works for the shoe factory.
18	PGR	H 9	State run estate, in the northern part of the locality.
19	Omitted by Source		
20	Sluice	F, G, 7	In Rogow (German: Rogau).

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NO.	OBJECT	LOCATION ON PLAN	REMARKS
21	Repair station	G 6	Repair point for barges, situated right north of the sluice.
22	Autobahn bridge	G 3	Not yet finished, north of Rogow (German: Rogau), start under construction in the beginning of this year.

[The following objects can be found on the upper righthand corner detailed sketch of source's large map of this area.]

9. "Objects located in the farther distant surrounding of the Krapkowice-Otmiet area were indicated by my informant as follows: (See side sketch)

23	Autobahn bridge	K 12	None
24	Airfield	N 12	In Izbicko
25	Airstrip	L 13	In Droszkowice.
26	Glider school	N 14	In Ligotka
27	Gora Swietej Anny (St. Annaberg)	N 14, 15	The historical battlefield around the Silesian territories.
28	Lime pit Zakłady Przemysłu Wapienn- iczego	L, M, 13, 14	Lime kiln and reprocessing installations near Gogolin (German: Gogolin).
29	Lime pits	L 13	In Gorazdze (German: Waldenstein).
30	Lime pits	M, N, 12	In Tarnow Opolski (German: Tarnau) situated close to the southern edge of the Izbicko airfield. My informant was not sure but had heard that this enterprise was recently taken by military authorities and that some warehouses and dumps will be installed there.
31	Zdzieszowice Cokery and Chemical Coke Reprocess- ing Plant (former: Odertal--cokery)	N 15	None
32	Sluice	L 12	On the Odra near Katy (German: Oderwinkel).

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